

# How the American Army in France Is Being Transported to the Front

By MARTIN GREEN, Staff Correspondent of The Evening World

"If It Happens In New York  
It's In The Evening World"

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WEATHER—Cloudy; moderate temperature.

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# GERMANS KILL FIVE OF PERSHING'S MEN, INJURE SIXTY-ONE IN TWO GAS ATTACKS

## U. S. BUILDING AND REPAIRING RAILWAYS IN FRANCE TO CARE FOR ARMY OF 2,000,000 MEN

Gigantic Task of Preparing Means  
for Transporting American Troops  
and Supplies Well Under Way—  
Army Well Ahead of All Its Needs.

By Martin Green.

(Special Staff Correspondent of The Evening World.)  
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SOMEWHERE IN FRANCE, Feb. 6.

NOW that Secretary Baker has announced that we have men in the trenches in a certain sector of the western battle front, it is within the limits of censorship to state that to get these men to the western front it was necessary to transport them from the sea-coast clear across the Republic of France, and the soldiers in reserve are not very far behind them. Our troops are billeted in towns or in barracks in a widespread area back of the fighting line on lines of communication permitting of the quickest possible movement of units.

The transportation of the troops after they had landed from their 3,000-mile sea voyage was a comparatively simple matter, even under conditions of congested transportation which exists on the French railways. They were loaded into trains after they had spent some time in the rest camps in the ports of debarkation or the vicinity of these ports and sent along.

Their progress was slow, but they eventually reached the points to which they had been assigned. Then began the big job of the war—the transportation of all kinds of supplies and equipment for the soldiers already here, the soldiers who are arriving and the soldiers who are to come. Because of the magnitude of the war aims of the United States Government, it was necessary to plan for the needs of the army on a gigantic scale.

The bigger the job the slower it progresses, and our work has been slackened up by the very enormity of it. We are not as far along as we would have been had we proceeded on a smaller scale; but there is this to be said for planning on a big scale: When the work is finished it will provide for immense armies. The main thing is to keep the building of railroad lines and roads and warehouses and other buildings at an even pace with the arrival of our soldiers. Thus far this task has been satisfactorily accomplished despite many transportation breakdowns and some temporary inconveniences.

### BOUGHT IN FRANCE FOR EMERGENCY NEEDS.

Cold weather and harbor congestion in New York are beginning to have their effect on the supply and subsistence problem, but we were ahead of our needs at the opening of the year, and, thanks to the cooperation of the British and the French, we have been able to buy on this side what was urgently needed but could not readily be obtained from home. The policy of buying here, however, cannot be continued, for the British and French, although they have a surplus of guns and munitions, need everything else required by their populations and armies for home consumption.

The War Department had experts over here working on the transportation problem long before any soldiers arrived in France. These experts, working in harmony with the French Army and railroad officials, finally figured out a plan for the transportation of our supplies, but in figuring out the plan it was necessary to allow for the transportation requirements of the French Army and the French people. The United States Government soon learned that there are sections of railway between the seaboard and the western front over which it would be impossible to operate, under French railway and Government restrictions, another train. These stretches of railroad, nearly all main lines, were handling 100 per cent. of the traffic that could be maintained by the rolling stock, the rails, the sidings and the warehouse accommodations. Obviously we could not ask the French to cut down their efficiency by putting on train service for our forces, so it became necessary to get around the situation. And that is just what was done. Our railway lines of communication were mapped out to go around the congested sections.

U. S. FORCES BUILDING NINE-TEEN MILES OF RAILROAD.

At only one point do we bump into a railroad which has no room for any more trains. The condition of this railroad at the point mentioned is about the same as the condition of the Pennsylvania between Trenton and Philadelphia. It includes one division point which is always jammed to the limit with cars and locomotives.

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## 30 BELIEVED LOST ON U. S. NAVY TUG SUNK DURING GALE

Cherokee Goes Down Off  
Delaware Capes—Ten Survivors Reach Port.

WASHINGTON, Feb. 27.—Thirty men probably lost their lives when the United States naval tug Cherokee, twenty-two miles south of the Delaware Capes, during yesterday's gale, Secretary of the Navy Daniels announced today. The Cherokee was formerly owned by the Luckenbach Steamship Company.

The complement of the tug was five officers and thirty-five enlisted men. The list of those aboard will be made public soon.

Secretary Daniels' announcement read: "The Navy Department is advised that the United States ship Cherokee, a navy tug, founded yesterday morning off the Atlantic Coast. Of the forty aboard—five officers and thirty-five enlisted men—ten men have been landed at Philadelphia. Four dead were picked up by steamships.

"The ten known survivors got away in the first life raft. Four got away in the second life raft, but two were washed overboard and the other two were dead when picked up by a British steamer."

The ten survivors who were landed at Philadelphia are: BOATSWAIN, E. M. SENNOTT, Naval Reserve, No. 321 Commercial Street, Boston.

L. P. ACHERMAN, seaman.  
H. P. POYNTER, foreman.  
H. J. HALL, seaman.  
C. E. BARKER, chief machinist's mate.  
R. A. KOZEC, fireman.  
P. H. WARMACK, fireman.  
A. A. WAHAM, oiler.  
E. L. GUDGET, fireman.  
B. F. BLUMFIELD, radio electrician.

PHILADELPHIA, Feb. 27.—According to the captain of a ship which brought ten survivors of the Cherokee here, the loss of the tug was due to a broken steering gear. The waves hit the tug broadside and broke in the hatchways. After this the Cherokee remained afloat only a short time. Members of the crew took to the life raft and the rescue ship sighted one of them to which twelve men were lashed. All but two were saved. Another ship, the captain reported, picked up a raft with six men on it. All were dead, he said.

A steamship arriving this morning at an American port from Havana reported having picked up an S. O. S. call early yesterday morning from a vessel said to be sinking off the Delaware Capes. The steamship reached the scene of disaster at 9 o'clock. She found a number of other ships standing by and received a wireless from a British tanker saying that she had picked up eleven men from a raft, which had put out from a vessel that had foundered. Two of the men had subsequently died from exposure. At the office of the Luckenbach Towing Company it was said today that the last vessel, was formerly the big ocean going tug Edgar E. Luckenbach which was sold to the Government last October. While operated by the Luckenbachs she carried a crew of twenty-one men.

## MANY BATTLES IN AIR REPORTED BY THE GERMANS

BERLIN, Feb. 27.—(United Press.)—After a great many violent fights in the air in the western front on Tuesday, says today's War Office statement, the Germans brought down fifteen Entente airplanes and three captive balloons.

## Gen. Wood on the Western Front Where He Was Hurt by Explosion



Major Gen. Wood, who was wounded by the explosion of a trench mortar, is here shown on the western front. He is the center figure in the group at a French post.

## RUSSIANS KEEP ON FIGHTING; CALL THE WOMEN TO ARMS

Two Hundred Thousand Enrolled for the Defense of Petrograd.

By Joseph Chaplin.

PETROGRAD, Feb. 26 (United Press).—The German command advancing toward the capital, when informed that the Russians had accepted peace, asked their representatives at Trest-Litovsk what should be done.

"The advance must continue," was the reply.

The Germans evidently are determined to occupy Petrograd and are seeking to cut off the capital from the south.

Ten detachments of revolutionary troops, headed by executive committee men, have been despatched toward Pskov. A number of armored cars are included. Also, has sent 70,000 troops to the neighborhood of Vitebsk.

[Vitebsk is the capital of the province of that name, 200 miles south of Petrograd. It is an important railway junction on the Dnieper River, thirty miles south of Vitebsk and forty-four miles north of Mohileff.]

After fortifying Vitebsk, the Germans advanced toward Pskov. Russian forces made a sortie and sent the Germans back, eighty miles out from the city.

Then, retiring upon the city, the Russians blew up a bridge over the Berezina (where Napoleon suffered heavy losses in November, 1812) and began an orderly evacuation.

Germans, seeking to occupy Vitebsk, where the first ammunition for the defense of Petrograd occurred, were thrown back.

Revolutionary troops, there is a constant stream of, and men leading in the front. The women's thousand propaganda are carried.

Progress of German Invasion Reported by Berlin.

BERLIN, Feb. 27.—(United Press.)—German troops advanced yesterday south of Dnepro, in the northwest of Russia in the direction of Petrograd, reports the Associated Press.

(Continued on Fourth Page.)

## PROSECUTOR BANGS LAWYER ON JAW IN CRUGER CASE TRIAL

Osborne Uses Fist When  
Counsel for Detective  
Charges Unfair Tactics.

James W. Osborne, special prosecutor against John L. Lagarene, Frank McGee and Alonzo Cooper, detectives indicted for neglect of duty in the Ruth Cruger search and subsequent escape of her murderer, Alfredo Cocchi, shortly before 1 o'clock today swung with his right on the jaw of Attorney Frank Aranow, while the latter was summing up for the jury in the trial of McGee, before Justice Goff in the Criminal Branch of the Supreme Court.

Aranow, a slender but wiry man of about 130 pounds (Osborne weighing at least 190 pounds) staggered and would have been knocked to the floor but for striking against a table. Instantly the court was in an uproar, and Justice Goff rapped in vain for order. The jurors looked on aghast and the majority of them arose in their seats. Aranow, his cheek glowing with a scarlet welt, regained his balance and glared at Osborne. Then, when quiet was restored, he resumed his summing up.

Lagarene was convicted last week, and Osborne rested his case against McGee last night. This morning Aranow put on the stand Judge James G. Malone of General Sessions, Mayor Frank Hague of Jersey City, Police Inspector Faurel and several others as character witnesses for his client. Then he abruptly closed his case, declaring that the prosecution had failed to prove its contention.

In summing up, Mr. Aranow declared an unfair advantage had been taken of his client in the presentation of the case to the Grand Jury, and that the same unfair tactics had been resorted to in the trial. He said Lagarene had been called to the witness stand presumably to identify certain papers, but really to stamp on the jury's minds the fact that he had been convicted of the same crime with which McGee was charged.

"They lied before the Grand Jury," shouted the attorney. "They lied and they lied!"

Osborne had been sitting at a table near Aranow, his cheek resting in his hand, his elbow on the table. At Aranow's words he jumped to his feet.

"You say I lied!" he yelled at the top of his voice.

Without waiting for an answer he swung his right, catching the attorney flush on the jaw and sending him reeling. Aranow, humiliated and pained, looked at Osborne and then at Justice Goff.

"Sit down!" cried Goff sharply to Attorney Osborne.

Attorney Aranow continued his argument to the jury on the same lines and when he had finished Mr. Osborne apologized for his act.

"It is the first time in my practice of thirty-five years, Your Honor," he said, "that I have lost my temper in court and I humbly apologize."

Justice Goff waved his hand impatiently, motioning the lawyer to be seated.

"When the trial is concluded, he said, 'I will have something to say to both of you.'"

Justice Goff then abruptly left the bench as the jury filed out for the second time.

BALFOUR SAYS GERMANY  
CAN'T CHANGE RUSSIAN MAP

LONDON, Feb. 27.—The first of the so-called Balfour resolutions of the House of Commons, which will be decided at the evening session tomorrow, declares that the Government of Great Britain will not support any proposal for the annexation of Russia.

## SOLDIERS FROM 12 STATES, NEW YORKERS AMONG THEM, STRICKEN IN GAS ATTACKS

American Signal Wires Had Been  
Cut and the Barrage Fire Was  
Delayed for Many Minutes—Suffering of Victims Enrages Doctors.

By Fred S. Ferguson.

WITH THE AMERICAN ARMY IN FRANCE, Feb. 27 (United Press).—Five American soldiers were killed yesterday in the most formidable gas attack yet made by the Germans on the American sector. Sixty-one American soldiers are in hospital to-day suffering from gas poisoning after hours of horror. The doctors worked all night on these cases. Many artillerymen are among the victims.

The gas victims included boys from Massachusetts, Pennsylvania, North Carolina, Indiana, Kentucky, New Jersey, Tennessee, Rhode Island, Ohio, New York, Washington and Arkansas.

At the field hospital, where the victims of German gas frightfulness were taken, the doctors were stirred to the deepest hatred toward the boche after having seen the suffering. The struggles of victims for life could be heard a hundred feet away. DOCTORS WORK TIRELESSLY TO SAVE THE VICTIMS.

With closed eyes and blue faces these American boys gasped and struggled for every breath, while the attendants, in charge of a Captain, worked tirelessly. Among the doctors was one from Waco, Tex., and one from Milford, Pa.

Every effort to relieve the sufferers was resorted to. Blood letting and the giving of oxygen were tried.

As the sufferings became worse the men's hands were outstretched as though they were drowning. Their fingers distended, their stiffened, there was a sudden foaming at the mouth, then—the end.

The doctors cursed the boches for every minute the men suffered. They treat wounded men with no special feeling or hatred of the enemy. But watching gas victims is like watching men slowly drowning or dangling from a rope, gradually suffocating.

The gas victims were placed in a hospital which was recently repeatedly bombed. Doctors declared that the final act they might expect from the Germans would be an air raid on the hospital while the gassed men were slowly passing out.

The attacks came after an all-day rain. The clouds had parted and the moon was shining brightly in the trenches. Suddenly there was a great flare from the German trenches as the mine-blasters were discharged. Then came the detonations of high explosives, with a quick spread of deadly gases.

THREE OFFICERS HAVE NARROW ESCAPE FROM DEATH. Three officers ran into a dugout and closed the curtain so tight they narrowly escaped death through asphyxiation from the charcoal fire. They were taken to a hospital, but their condition is not serious.

The first attack came at 1 o'clock Tuesday morning. Before 2 o'clock a second attack was made. About seventy-five chlorine and phosgene gas shells, accompanied by high explosives, were thrown.

Small balls of fire were first visible, then the entire battery of mine-blasters let go, hurling gas and explosives simultaneously.

The Americans tried to reach their dugouts and also to signal their artillery for a barrage. The wires from

ALBANY, Feb. 27.—By a vote of 81 to 7 the Senate today passed the Wagner bill authorizing the State Fuel Control Commission to exact rules fixing a percentage of profit on necessities, so as to prevent excessive prices.

The vote against the bill were cast by Senators Argeton, Marshall, Mulligan, Clegg, G. M. Thompson, Wellington and Whitely, all Republicans.

During the debate Senator Wagner, R. I., Brown, D. C. Thompson, Graves, Hays and Butler spoke for the bill. Speeches against it were made by Senators Argeton, Clegg and Wellington.